

ED_000545B_00006283

To: Connie Hart/AA/USEPA/US@EPA;Antonio Fernandez/AA/USEPA/US@EPA;Aron Butler/AA/USEPA/US@EPA;Christine Brunner/AA/USEPA/US@EPA;David Hawkins/AA/USEPA/US@EPA;Kent Helmer/AA/USEPA/US@EPA;Rafal Sobotowski/AA/USEPA/US@EPA[]; ntonio Fernandez/AA/USEPA/US@EPA;Aron Butler/AA/USEPA/US@EPA;Christine Brunner/AA/USEPA/US@EPA;David Hawkins/AA/USEPA/US@EPA;Kent Helmer/AA/USEPA/US@EPA;Rafal Sobotowski/AA/USEPA/US@EPA[]; ron Butler/AA/USEPA/US@EPA;Christine Brunner/AA/USEPA/US@EPA;David Hawkins/AA/USEPA/US@EPA;Kent Helmer/AA/USEPA/US@EPA;Rafal Sobotowski/AA/USEPA/US@EPA[]; hristine Brunner/AA/USEPA/US@EPA;David Hawkins/AA/USEPA/US@EPA;Kent Helmer/AA/USEPA/US@EPA;Rafal Sobotowski/AA/USEPA/US@EPA[]; avid Hawkins/AA/USEPA/US@EPA;Kent Helmer/AA/USEPA/US@EPA;Rafal Sobotowski/AA/USEPA/US@EPA[]; ent Helmer/AA/USEPA/US@EPA;Rafal Sobotowski/AA/USEPA/US@EPA[]; afal Sobotowski/AA/USEPA/US@EPA[]
Cc: Ed Nam/AA/USEPA/US@EPA;"Lawson, Doug" [Doug.Lawson@nrel.gov]; Lawson, Doug" [Doug.Lawson@nrel.gov]
From: "Lawson, Doug"
Sent: Thur 3/12/2009 2:49:34 PM
Subject: RE: DAILY UPDATE: WA 1-03 Data

Connie, who pays? DOE certainly doesn't have funding to do that. And if you have only \$450K remaining, that means something else has to go. --
Doug

-----Original Message-----

From: Hart.Conn@epamail.epa.gov [mailto:Hart.Conn@epamail.epa.gov]
Sent: Thursday, March 12, 2009 8:43 AM
To: Fernandez.Antonio@epamail.epa.gov; Butler.Aron@epamail.epa.gov; Brunner.Christine@epamail.epa.gov; Hawkins.David@epamail.epa.gov; Lawson, Doug; Helmer.Kent@epamail.epa.gov; Sobotowski.Rafal@epamail.epa.gov
Cc: Nam.Ed@epamail.epa.gov
Subject: RE: DAILY UPDATE: WA 1-03 Data

I am thinking that all the other vehicles (the 9 plus the 2 CRC vehicles that we just spent several thousand having fixed up from not driving in a year) need a plan to be driven either weekly or every week and a half. I think even going 2 weeks and sitting in that hot sun is too much time. We want them is decent condition when they resume testing. I know this will cost something but the alternative is much more expensive.

Connie Hart, ASD
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"Peter Morgan"
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<patrick.merritt@swri.org>
Subject
RE: DAILY UPDATE: WA 1-03 Data

Rafal,

I have no way of knowing the exact day those vehicles were moved
outside,
but these are my best guesses.

Taurus 2/4
Explorer 2/2
Focus 2/2

Peter Morgan
210-522-3143
Research Engineer

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-----Original Message-----

From: Sobotowski.Rafal@epamail.epa.gov
[mailto:Sobotowski.Rafal@epamail.epa.gov]
Sent: Thursday, March 12, 2009 6:45 AM
To: peter.morgan@swri.org
Cc: Fernandez.Antonio@epamail.epa.gov; Butler.Aron@epamail.epa.gov; Brunner.Christine@epamail.epa.gov; Hart.Connie@epamail.epa.gov; Hawkins.David@epamail.epa.gov; 'Lawson, Doug'; 'Eugene Jimenez'; Helmer.Kent@epamail.epa.gov; kevin.brunner@swri.org; 'Kevin Whitney'; 'Merritt, Patrick'
Subject: Re: DAILY UPDATE: WA 1-03 Data

Peter,

Go ahead and test the Explorer, but take a sample of the fuel from the vehicle after it has had a chance to cool down overnight following the test.

We can submit it for analysis to determine ethanol content.

I do not see how we can avoid taking the Taurus to the dealer for repairs.

We may also have to do that with the Explorer, Focus and possibly some other vehicles.

Per your prior suggestions, we should define now how frequently a vehicle should be driven if it is not being tested, and implement it asap. Since the Taurus and the Explorer have already experienced problems, could you please check how long they sat in the parking lot before you brought them in for testing (Also the Focus)? Let's then define a plan for all vehicles.

Best regards,

Rafal A. Sobotowski
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<pmorgan@swri.org <kevin.whitney@swri.org>
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Received Date: Brunner/AA/USEPA/US@EPA, Connie
03/11/2009 05:42 Hart/AA/USEPA/US@EPA, "Lawson,
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Date: <eugene.jimenez@swri.org>,
03/11/2009 <kevin.brunner@swri.org>,
05:42:59 PM "Merritt, Patrick"
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Please respond Antonio
to Fernandez/AA/USEPA/US@EPA, Aron
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g> Hawkins/AA/USEPA/US@EPA, Kent
Helmer/AA/USEPA/US@EPA
Subject
DAILY UPDATE: WA 1-03 Data

Rafal,

I just posted the sulfur purge and prep data from the five vehicles we are running this week. It will be posted under the WA1-03 and the vehicle name.
The file name will be in the same format as a test but instead of T1 or T2 it will be a P. This is an excel file that has both the oil temperature data from the sulfur purge and the fuel trim data from the preps. Let me know if you have any issues with it.

There are a few things to note from today and yesterday's runs:
- The oil temperature data from the sulfur purges are not continuous.
We did not have a test that was long enough, so when Gene set up the

test

there were data drop outs where the soaks were. He is going to try to correct that before we run the next set of vehicles this weekend.

- As you know the Taurus still is not reading the correct fuel level, what

would you like us to do with this vehicle?

- Last night when we did a fuel drain on the Explorer (Taurus replacement) the technician noted a similar problem as the Taurus. The Explorer fuel gauge did move, however it never went below 1/8th tank. The vehicle would not crank and they tried turning off the ignition and turning it back on to get it to respond as well as shaking the vehicle.

They went a head and continued on, because we didn't have a second replacement. When they did the 40% fill the gauge read a little below 1/2 tank, so this gauge was not totally stuck like the Taurus. Should

we

continue on with this vehicle? It will be the last one to start testing tomorrow.

Peter Morgan
210-522-3143
Research Engineer

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